



CITY OF DURHAM | DURHAM COUNTY
NORTH CAROLINA



ZONING CHANGE REPORT

Meeting Date: April 6, 2015

Table A. Summary			
Application Summary			
Case Number	Z1400018	Jurisdiction	City
Applicant	Hopper Communities	Submittal Date	July 14, 2014
Reference Name	Highway 54 Residential	Site Acreage	21.72
Location	1413-1501 NC 54 Highway, north side of NC 54 Highway between Barbee Road and Waterford Valley Drive and opposite Revere Road.		
PIN(s)	0728-04-64-6426, -2401, -54-9591, -7507		
Request			
Proposed Zoning	Residential Suburban – Multifamily with a development plan (RS-M(D))	Proposal	320 multi-family residential units
Site Characteristics			
Development Tier		Suburban Tier	
Land Use Designation		Office	
Existing Zoning	Residential Suburban - 20 (RS-20) – 15.02 acres, Office Institutional (OI) – 3.7 acres, and Office Institutional with a development plan (OI(D)) – 3.0 acres		
Existing Use	Single-family, undeveloped		
Overlay	F/J-B, MTC	Drainage Basin	Jordan Lake
River Basin	Cape Fear	Stream Basin	Northeast Creek
Determination/Recommendation/Comments			
Staff	Staff determines that this request, should the plan amendment be approved, is consistent with the <i>Comprehensive Plan</i> and applicable policies and ordinances.		
Planning Commission	Approval, 12-0 on February 10, 2015. The Planning Commission finds that the ordinance request is not consistent with the adopted <i>Comprehensive Plan</i> . However, should the plan amendment be approved, the request would be consistent with the <i>Comprehensive Plan</i> . The Commission believes the request is reasonable and in the public interest and recommends approval based on comments received at the public hearing and the information in the staff report.		
DOST	No comments		
BPAC	No comments		

A. Summary

This is a request to change the zoning designation of a four-parcel, 21.72-acre site from RS-20, OI, and OI(D) to RS-M(D) for 320 multi-family residential units. The site is located at

1413, 1429, 1431, and 1501 NC 54 Highway, north side of NC 54 Highway between Barbee Road and Waterford Valley Drive and opposite Revere Road (see Attachment 1, Context Map). This request is not consistent with the future land use designation of the *Comprehensive Plan* which designates this site as Office. A plan amendment, case A1400005, has been requested to change this site to Medium-High Density Residential (8–20 DU/Ac.). Should the plan amendment be approved, this case would be consistent with the *Comprehensive Plan* and applicable policies and ordinances.

Appendix A provides supporting information.

B. Site History

There is no recent zoning history for this site.

C. Review Requirements

Planning staff has performed a sufficiency review for this Zoning Map Change request (reference UDO Sec. 3.2.4, Application Requirements [general] and 3.5.5, Application Requirements [for a Zoning Map Change]). This staff report presents the staff findings per Sec. 3.5.8, Action by the Planning Director, on the request's consistency with the Unified Development Ordinance and applicable adopted plans.

This review is based primarily on compliance with any applicable laws, plans, or adopted policies of the City Council. Any issues or concerns raised in this report are based on best professional planning practice unless they have a basis in adopted plans, policies, and/or laws.

D. Unified Development Ordinance (UDO) Compliance

This request is consistent with the requirements of the Unified Development Ordinance. The associated development plan (see Appendix A, Attachment 4, Development Plan reduction) provides the required elements for zoning map change requests in the RS-M district (Sec. 3.5.6.D, and Sec. 6.3). In addition, commitments in excess of UDO requirements have been made (see Appendix D for supporting information):

Text Commitments. Text commitments have been proffered to commit to requirements in excess of ordinance standards. These commitments (see Table D5, Summary of Development Plan) include: provision of transit-related improvements, housing type (apartments or townhouses), dedication of right-of-way along NC 54 Highway, additional asphalt along NC 54 Highway and Barbee Road for a bicycle lane, and roadway improvements at the site entrances along NC 54 Highway.

Graphic Commitments. Graphic commitments have been proffered which identify the location of the tree preservation areas, site access points, and location of a potential stream crossing.

Design Commitments. Nonresidential and multifamily projects require design commitments when requesting a zoning map change with a development plan.

Through the design commitments of this project the applicant has committed to roofline details, architectural features, and building materials. A more detailed summary is provided in Table D5, Summary of Development Plan.

Determination. The requested RS-M zoning district and associated development plan meets or exceeds the applicable requirements of the UDO. If this zoning map change request is approved, the attached development plan (Appendix A, Attachment 4) establishes the level of development allowed on the property.

E. Adopted Plans

A zoning map change request must be consistent with the *Comprehensive Plan*. As such, other adopted plans have been included by reference in this document. Table E, Adopted Plans, in Appendix E identifies the applicable policies of the *Comprehensive Plan* and other adopted plans included by reference.

Determination. The requested zoning district and associated development is consistent with the *Comprehensive Plan* and applicable adopted policies.

Conditions in other adopted plans have been identified (see Appendix E, Table E):

Long Range Bicycle Plan Map 4.6. A proposed bicycle lane along NC 54 Highway is shown as a recommendation of the Long Range Bicycle Plan Map 4.6. The applicant has proffered right-of-way dedication and an additional four feet of asphalt widening to accommodate a bicycle lane on the north side of NC Highway 54.

F. Site Conditions and Context

Site Conditions. The 21.72-acre site consists of four parcels at 1413, 1429, 1431, and 1501 NC 54 Highway the northeast quadrant of the intersection of NC 54 Highway. The site has a two vacant residential buildings; the remainder of the site is forested with a mix of soft- and hard-wood trees. There are three non-jurisdictional ponds, and intermittent stream and associated wetlands.

Area Characteristics. The site is in the Suburban Tier with close proximity to Interstate 40 along a major thoroughfare experiencing traffic capacity issues. Over the last several decades the area has experienced a transition from larger-lot rural uses to single- and multi-family residential development located to take advantage of the prime location with easy access to the greater Triangle area, including the recently approved Maddy Residential and Meadows at Southpoint development. The surrounding zoning districts include RS-20, Residential Suburban – Multi-family (RS-M), OI(D), OI, and Residential Suburban – 10 (RS-10).

This area is within two overlay districts. The F/J-B Watershed Protection Overlay district limits impervious surface allowances on proposed development. The Major Transportation Corridor overlay is established to enhance the economic and aesthetic appeal and orderly development of properties adjacent to major transportation corridors (in this case Interstate 40).

Appendix F provides a summary of the uses and zoning in the more immediate vicinity of the subject site.

Determination. The proposed RS-M district and associated development plan meets the ordinance and policy requirements in relation to development on the subject site. Approval of a maximum of 320 units for the site would provide additional residential choices in the area.

G. Infrastructure

The impact of the requested change has been evaluated to suggest its potential impact on the transportation system, water and sewer systems, and schools. In each case, the impact of the change is evaluated based upon a change from the most intense development using the existing land use and zoning to the most intense use allowed under the request.

See Appendix G for additional information.

Determination. The proposed RS-M district and associated development plan is consistent with *Comprehensive Plan* policies regarding infrastructure impacts of road, transit, drainage/stormwater, and schools. The proposal is estimated to decrease the traffic generation of the subject site by 287 daily trips, increase the students generated from the proposed use by 43 students, and increase the estimated water demand of the site by 24,220 gallons per day. The existing infrastructure has available capacity to meet these increases.

Transportation System Impacts. A Traffic Impact Analysis (TIA) was required of this project and a number of mitigation measures were identified (see Attachments 7 and 8 for City Transportation's and NCDOT's analysis). The development plan includes these recommendations as commitments.

The proposed rezoning is estimated to generate an additional 2,063 vehicles per day above existing conditions. The Meadows at Southpoint (Z1300020) and Maddy Residential (Z1400007) developments are expected to generate an additional 2,283 vehicles per day. Based on the TIA trip distribution, the three developments will result in a cumulative impact of an additional 1,754 vehicles per day to this segment of NC 54. With the additional site trips, the adjacent segment of NC 54 will have an estimated traffic volume of 18,754 vehicles per day. This will result in NC 54 operating at 106% of LOS D capacity. *Durham Comprehensive Plan* Policy 8.1.2i requires the Planning Department to recommend denial of any zoning map change which would result in the average daily trips exceeding 110% of capacity.

H. Staff Analysis

Staff determines that, should the plan amendment be approved, this request is consistent with the *Comprehensive Plan* and applicable policies and ordinances. If the requested RS-M(D) zoning designation were approved, the development plan would further establish the development potential of the proposed development.

The development of additional housing units along a major thoroughfare, with ready access to the roadway network and transit is consistent with sound Planning principles.

I. Contacts

Table I. Contacts		
Staff Contact		
Amy Wolff, Senior Planner	Ph: 919-560-4137, ext. 28235	Amy.Wolff@DurhamNC.gov
Applicant Contact		
Agent: Jarrod Edens, Edens Land Corp	Ph: 919-316-1855	jarrod.edens@edensland.com

J. Notification

Staff certifies that newspaper advertisements, letters to property owners within 600 feet of the site and the posting of a zoning sign on the property has been carried out in accordance with Section 3.2.5 of the UDO. In addition, the following neighborhood organizations were mailed notices:

- Inter-Neighborhood Council
- Northeast Creek Streamwatch
- Partners Against Crime – District 4
- Fayetteville Street Planning Group
- Friends of Durham
- Unity in the Community for Progress

K. Summary of Planning Commission Meeting February 10, 2015 (Case Z1400018)

Zoning Map Change Request: 21.72 acres located at 1413-1501 NC 54 Highway, north side of NC 54 Highway between Barbee Road and Waterford Valley Drive and opposite Revere Road. Request: Residential Suburban - 20 (RS-20) – 15.02 acres, Office Institutional (OI) – 3.7 acres, and Office Institutional with a development plan (OI(D)) – 3.0 acres to Residential Suburban – Multifamily with a development plan (RS-M(D)) PINS: 0728-04-64-6426, -2401, -54-9591, -7507

Staff Report: Ms. Rosenberg and Ms. Wolff presented the staff reports.

Public Hearing: Chair Harris opened the public hearing. One person spoke in favor. Chair Harris closed the public hearing.

Commission Discussion: Discussion centered on transit access and affordability.

Motion: Approve Z1400018. (Mr. Miller, Ms. Freeman 2nd)

Action: Motion carried, 12-0.

Findings: The Planning Commission finds that the ordinance request is not consistent with the adopted *Comprehensive Plan*. However, should the plan amendment be approved, the request would be consistent with the *Comprehensive Plan*. The Commission believes the request is reasonable and in the public interest and recommends approval based on comments received at the public hearing and the information in the staff report.

L. Supporting Information

Table K. Supporting Information		
Applicability of Supporting Information		
Appendix A	Application	Attachments: <ol style="list-style-type: none"> 1. Context Map 2. Future Land Use Map 3. Aerial Photography 4. Development Plan Reduction 5. Application 6. Submittal and Review History
Appendix B	Site History	N/A
Appendix C	Review Requirements	N/A
Appendix D	Unified Development Ordinance	Table D1: Designation Intent Table D2: District Requirements Table D3: Environmental Protection Table D4: Project Boundary Buffers Table D5: Summary of Development Plan
Appendix E	Adopted Plans	Table E: Adopted Plans
Appendix F	Site Conditions and Context	Table F: Site Context
Appendix G	Infrastructure	Table G1: Road Impacts Table G2: Transit Impacts Attachments: <ol style="list-style-type: none"> 7. CDOT TIA Memorandum 8. NCDOT TIA Memorandum Table G3: Utility Impacts Table G4: Drainage/Stormwater Impacts Table G5: School Impacts Table G6: Water Impacts
Appendix H	Staff Analysis	N/A
Appendix I	Contacts	N/A
Appendix J	Notification	N/A
Appendix K	Summary of Planning Commission Meeting	Attachments: <ol style="list-style-type: none"> 9. Planning Commissioner's Written Comments

Table K. Supporting Information		
		10. Ordinance Form
		11. Consistency Statement

Appendix A: Application Supporting Information

Attachments:

1. Context Map
2. Future Land Use Map
3. Aerial Photography
4. Development Plan Reduction
5. Application
6. Submittal and Review History

Appendix D: Unified Development Plan Supporting Information

Table D1. UDO Designation Intent	
RS-M	Residential Suburban – Multi-family (RS-M) - the RS-M district is established to provide for suburban residential development and redevelopment. A variety of single- and multi-family housing types are permitted including duplexes, townhomes, and apartments. While RS-M is a residential district, certain nonresidential uses such as day care facilities and places of worship may be sought through a special use permit or other limited provisions of the ordinance.
D	Development Plan – the letter “D” following a zoning district indicates that a development plan has been included with a zoning map change request. This designation may be added to any zoning map change request to signify that a conceptual representation of the proposed site has been submitted that indicates how the proposed development could meet ordinance standards. Any significant change to the development plan would require a new zoning petition.

Table D1. UDO Designation Intent	
F/J-B	<p>Falls/Jordan District B – the purpose of the F/J-B Watershed Protection Overlay district is to preserve the quality of the region's drinking water supplies through application of the development standards intended to protect the environment. In general, water supply protection will be accomplished by establishing and maintaining low intensity land use and development on land near the region's water supply rivers and reservoirs. Where high density development is desired, water supply protection will be accomplished through the use of engineered stormwater controls. The overall objective is to:</p> <ul style="list-style-type: none"> • Reduce the risk of pollution from stormwater running off of paved and other impervious surfaces; and • Reduce the risk of discharges of hazardous and toxic materials into the natural drainage system tributary to drinking water supplies.
MTC	<p>Major Transportation Corridor Overlay – the MTC Overlay is established to enhance the economic and aesthetic appeal and orderly development of properties adjacent to major transportation corridors. Certain arterial streets, parkways and expressways are of critical importance to Durham City and County. Rights-of-way carrying high volumes of traffic are image makers for Durham City and County. They act as entryways for visitors and residents and also serve as an indicator of the quality of life found in the area. Standards are provided to ensure that thoroughfares in this overlay develop with improved traffic efficiency and safety by reducing visual clutter and avoiding inappropriate site design.</p>

Table D2. District Requirements – RS-M			
	Code Provision	Standard	Committed
Minimum Lot Area (square feet)	6.3.1.A	5,000	178,596
Minimum Site Width (feet)	6.3.1.A	200	540
Maximum Height (feet)	6.3.1.A.1.7	35*	40
Maximum Residential Density (DU/Ac.)	6.3.1.A	18	17.47
Open Space (%)	6.3.1.A	18	18

*Maximum height may exceed 35 feet if shown on the development plan. An addition one foot of setback for each addition foot of height is provided.

Table D3. Environmental Protection			
Resource Feature	UDO Provision	Required	Committed
Tree Coverage	8.3.1C	20% (4.28 acres)	20% (4.28 acres)
Stream Protection (buffer in feet)	8.5.4.B	100	100

Table D4. Project Boundary Buffers			
Cardinal Direction	Adjacent Zone	Required Opacity	Proposed Opacity
North	OI(D)	0.2/0.6	0.6 (30 feet)
	RS-M	0.2/0.4	0/0*
East	RS-M	0.2/0.4	0/0*
	RS-20	0.4/0.6	0.2 (10 feet)*
South	OI	N/A (right-of-way greater than 60 feet)	N/A
	RS-10		
	RS-20	0.4/0.6	0.6 (30 feet)
West	OI	0.2/0.6	0.6 (30 feet)
	OI(D)	0.2/0.6	0.6 (22.5 feet, width if reduced)

*existing buffer provided on adjacent property, therefore the difference of the total 0.6 (30-foot) is required.

Table D5. Summary of Development Plan		
Components	Description	Development Plan Sheet
Required Information	Intensity/Density. 320 units.	D-2
	Building/Parking Envelope is appropriately identified.	D-2
	Project Boundary Buffers are appropriately shown.	D-2
	Stream Crossing. One potential stream crossing shown.	D-2
	Access Points. Five (5) access points have been identified.	D-2
	Dedications and Reservations. See Text Commitments below.	Cover, D-2
	Impervious Area. 70% = 14.99 acres.	D-2
	Environmental Features. Stream and wetlands.	D-1, D-2
	Areas for Preservation. Stream buffer and tree preservation as shown.	D-2
	Tree Coverage. 20% (4.28 acres) as shown.	D-2
Graphic Commitments	Location of tree preservation areas. Location of access points. Location of potential stream crossing.	D-2

Table D5. Summary of Development Plan		
Text Commitments	<p>1. The proposed development will be limited to apartments and/or townhouses and accessory uses.</p> <p><u>Prior to the issuance of any building permit:</u></p> <p>2. Dedication additional right-of-way for the frontage of the site along NC 54 to provide an additional 35 feet of right-of-way (65 feet from original centerline) and a minimum of 10 feet of right-of-way as measured from the proposed edge of pavement/back-of-curb.</p> <p><u>Prior to the issuance of a Certificate of Occupancy:</u></p> <p><u>NC 54 Site Drive 1 (eastern site driveway, temporary right-in/right-out access)</u></p> <p>3. Construct the site drive 1 with on ingress and one egress lane.</p> <p>4. Construct a westbound right-turn lane with adequate storage and appropriate taper on NC 54 at site drive 1.</p> <p>5. Remove site drive 1 upon the completion of a cross-access connection from the NC 54 residential development to the adjacent parcel to either the east or west.</p> <p><u>NC 54 and Site Drive 2 (western site driveway)</u></p> <p>6. Construct site drive 2 with one ingress and one egress lane.</p> <p>7. Construct an eastbound left-turn lane with adequate storage and appropriate tapers on NC 54 at site drive 2.</p> <p>8. Construct a westbound right-turn lane with adequate storage and appropriate tapers on NC 54 at site drive 2.</p> <p>9. Construct a two-way left-turn lane on NC 54 from site drive 2 to the proposed Meadows at Southpoint and/or Maddy Residential site drive to the west.</p> <p>10. A minimum of four feet of additional asphalt (in addition to the proposed roadway improvements) will be provided for the full frontage of the site along the north side of NC 54 Highway. The additional asphalt widening will be provided to allow for a bicycle lane.</p> <p>11. Subject to a determination by DATA and TTA on the need for transit related improvements at the time of site plan submittal, construct a bus pull-out and a concrete pad/bus shelter to DATA/TTA specifications along the north side of NC 54 adjacent to the site.</p>	Cover

Table D5. Summary of Development Plan		
SIA Commitments	None provided	N/A
Design Commitments (summary)	<p><u>Architectural Style.</u> No style has been chosen at this time.</p> <p><u>Roofline.</u> The roofs will be sloped.</p> <p><u>Building Materials.</u> Two or more of the following will be used: brick, stone, block, wood, cement/cementitious cladding, EIFS, or metal.</p> <p><u>Distinctive Features.</u> Front facing gables and/or dormers.</p> <p><u>Design Transition to Context Area.</u> The mix of neighborhood properties and their uses vary significantly. The proposed front facing gables and/or dormers are architectural features found in development south of this property. Most development to the east and west of the site will be commercial in nature.</p>	Cover

Appendix E: Adopted Plans Supporting Information

Table E. Adopted Plans	
Comprehensive Plan	
Policy	Requirement
Future Land Use Map	<p>Office: Land used primarily for office uses.</p> <p>Suburban Tier: Land uses that shall be allowed include Recreation and Open Space, Agricultural, Residential, Institutional, Commercial, Office, Research/Research Application, and Industrial.</p>
2.2.2a	Suburban Tier Development Focus: Ensure that the Suburban Tier has sufficient land to accommodate anticipated population growth and its attendant demands for housing, employment, and goods and services, including opportunities for affordable housing and recreation.
2.2.2b	Suburban Tier Land Uses: Land uses that shall be allowed include Recreation and Open Space, Agricultural, Residential, Institutional, Commercial, Office, Research/Research Application, and Industrial.
2.3.1a	Contiguous Development: Support orderly development patterns that take advantage of the existing urban services, and avoid, insofar as possible, patterns of leapfrog, noncontiguous, scattered development within the Urban Growth Area.
2.3.2a	Infrastructure Capacity. Consider the impacts to the existing capacities of the transportation, water, and sewer systems, and other public facilities and services. Measure from the potential maximum impact of current policy or regulation to the potential maximum impact of the proposed change in policy or regulation.
8.1.2i	Transportation Level of Service Maintenance: Not recommend approval for any zoning map change which would result in the average daily trips exceeding 110% of the adopted level of service standards for any adjacent road, unless the impact on the adjacent roads is mitigated.

Table E. Adopted Plans	
8.1.4c and d	Development Review and the Adopted Bicycle Plans: Review development proposals in relation to the 2006 Comprehensive Durham Bicycle Transportation Plan and the Bicycle Component of the most recent adopted Long Range Transportation Plan, and seek dedication or reservation of right-of-way or easements and construction of facilities in conformance with that Plan and Complete Street design standards.
8.1.4p	New Bicycle Routes: Wherever possible, incorporate recommended bike lanes or wide shoulders during street resurfacing or reconstruction and convert railroad corridors to bikeways.
11.1.1a	School Level of Service Standard: The level of service for public school facilities shall be established as a maximum enrollment of 110 percent of the system's maximum permanent building capacity, measured on a system-wide basis for each type of facility.
11.1.1b	Adequate Schools Facilities: Recommend denial of all Zoning Map amendments that proposed to allow an increase in projected student generation over that of the existing zoning that would cause schools of any type to exceed the level of service.
Long Range Bicycle Plan	
Map 4-6 shows a proposed bicycle lane along NC 54 Highway.	

Appendix F: Site Conditions and Context Supporting Information

Table F. Site Context			
	Existing Uses	Zoning Districts	Overlays
North	Multi-family residential, horticulture, undeveloped	RS-M, OI(D)	F/J-B, MTC
East	Multi-family residential	RS-20, RS-M	F/J-B, MTC
South	Single-family residential	OI, RS-10, OI(D)	F/J-B, MTC (partial)
West	Community service, horticulture, undeveloped	OI, OI(D)	F/J-B, MTC

Appendix G: Infrastructure Supporting Information

Table G1. Road Impacts		
NC 54 Highway and Barbee Road are the major roads impacted by the proposed zoning change. NCDOT TIP Project U-5324 will improve NC 54 from I-40 to NC 55 to a multi-lane divided facility with bicycle, pedestrian and transit amenities. This project is currently unfunded through 2018.		
Affected Segments	Barbee Road	NC 54 Highway
Current Roadway Capacity (LOS D) (AADT)	10,700	17,700
Latest Traffic Volume (AADT)	6,200	17,000
Traffic Generated by Present Designation (average 24 hour)*	2,350	
Traffic Generated by Proposed Designation (average 24 hour)**	2,063	
Impact of Proposed Designation	-287	

Source of LOS Capacity: FDOT Generalized Level of Service Volume Table 4-1 (2011)

NC 54: 2-lane undivided Class I arterial with left-turn lanes

Barbee Road: 2-lane City/County Class II arterial without left-turn lanes

Source of Latest Traffic Volume: 2011 NCDOT Traffic Count Map

***Assumption (existing zoning)** – 55,100 sf medical-dental office (0.19 FAR) and 27 single-family residential units.

****Assumption (proposed zoning)** – 320 apartment units.

Attachments:

7. DDOT TIA Memorandum
8. NCDOT TIA Memorandum

Table G2. Transit Impacts
Transit service is provided adjacent to the site along NC 54 via DATA Route 14, Triangle Transit Route 800, and Triangle Transit Route 805. The closest stop is east of the site at Waterford Valley Drive.

Table G3. Utility Impacts
This site will be served by City water and sewer with existing services running along NC 54 Highway.

Table G4. Drainage/Stormwater Impacts
The impacts of any change will be assessed at the time of site plan review. The subject site is of sufficient size and shape to accommodate appropriate stormwater facilities that may be required at this time.

Table G5. School Impacts			
The proposed zoning is estimated to generate 67 students. This represents an increase of 43 students over the existing zoning. Durham Public Schools serving the site are Parkwood Elementary School, Lowes Grove Middle School, and Hillside High School.			
Students	Elementary School	Middle School	High School
Current Building Capacity	16,794	7,760	10,259
Maximum Building Capacity (110% of Building Capacity)	18,476	8,536	11,285
20 th Day Attendance (2014-15 School Year)	16,545	7,465	10,074
Committed to Date (October 2011 – September 2014)	68	19	-35
Available Capacity	1,860	1,052	1,246
Potential Students Generated – Current Zoning*	13	5	6
Potential Students Generated – Proposed Zoning**	39	14	14
Impact of Proposed Zoning	+26	+9	+8

*Assumption (existing zoning) – RS-20: 27 single-family lots; OI/OI(D): 73 apartments

**Assumption (proposed zoning) – 320 apartment units

Table G6. Water Supply Impacts	
This site is estimated to generate a total of 36,800 GPD if developed to its maximum potential with the proposed zoning district. This represents an increase of 24,220 GPD over the existing zoning district.	
Current Water Supply Capacity	37.00 MGD
Present Usage	27.17 MGD
Approved Zoning Map Changes (April 2011 – March 2014)	0.13 MGD
Available Capacity	9.70 MGD
Estimated Water Demand Under Present Zoning*	12,580 GPD
Potential Water Demand Under Proposed Zoning**	36,800 GPD
Potential Impact of Zoning Map Change	+24,220

Notes: MGD = Million gallons per day

*Assumption (existing zoning) – RS-20: 27 single-family lots; OI/OI(D): 73 apartments

**Assumption (proposed zoning) – 320 apartment units

Appendix K: Summary of Planning Commission Meeting

Attachments:

9. Planning Commissioner's Written Comments
10. Ordinance Form
11. Consistency Statement